and the nationalization of at least two

Indiscriminately," with the result that the Dominion has three great transconti-nental systems for 8,000,000 people, and two of them are hard pressed.

Grand Trunk Pacific.

The Grand Trunk Pacific, closely allied with the Grand Trunk system of castern Canada, was a Sir Wilfrid Lauriler project, begun in 1904 and just completed. The Government built the road from Moncton, New Brunswick, through Quebec to Winnipeg, and it was to be leased and operated by the Grand Trunk Pacific for fifty years. The Grand Trung Pacific extended from Winnipeg

akes in order to participate in the

Lakes in order to participate in the Western grain traffic.

Nor is the Grand Trunk Pacific a much more prosperous enterprise. Built on Federal credit and its branch lines on provincial guarantees of bonds, there seems little possibility of its being an immediate paying proposition. In all there are bond guarantees of nearly \$200,000 000 by the Federal and Provincial Governments, and the road earnings give little hope that it will be able to meet its interest liabilities. Much of the bonded indebtedness falls due the latter part of the present month, and it is considered doubtful in railway and financial circles whether the company

and the whole burden would fall upon

## Canadian Northern.

The Canadian Northern Railway is if that system can tide over the pres-ent depression, its low capitalization and

if that system can tide over the present depression, its low capitalization and the excellent territory which it serves give promise for future success denied the other new transcontinental with its burdensome fixed charges, its keen competitors and lack of feeders which preclude a great traffic.

More than a year ago the Canadian Northern was in financial straits, and in return for a bond guarantee the Federal Government took 40 per cent. of the stock outright and inserted a forfeiture clause in the agreement whereby in the event that the promoters, Sir William Mackenzie and Sir Donald Mann, failed in their undertaking, all the stock should revert to the Government.

Conditions have not been favorable for Months of the Turks are becoming increasingly embarrassed from Bucharest shows that the Turks are becoming increasingly embarrassed by the action of the Rumanian authorities in stopping stores and ammunition en route from Austria for the use of the Turks in the Dardanelles.

A few days ago the officials stopped a complete goods train of twenty trucks which was passing through to Turkey. The wagons were packed in the ordinary way with non-contraband goods, but examination showed that the trucks had a double framework, the intervening spaces being filled with artillery material, shells and other munitions. All were seized and confiscated.

CANADA ROADS FACE

STATE OWNERSHIP

Grand Trunk Pacific and Canadian Northern May Be

Taken Over.

CAUSE OF BORDEN'S TRIP

OTTAWA, Ont., July 10.—Canada is facing a railway crisis. As a result Sir Robert Borden has gone to London to confer with British financiers—London has nearly \$1,500,000,000 invested in Canadian railways.

A commission composed of the best financial and railway brains available in England and the United States is to be appointed to report upon the situation, and the nationalization of at least two under Government railways by any the counter with Government any seriously embarrass the Federal resources, especially at a time when \$150,000,000 has been borrowed for war purposes and the end is not in sight. Yet the Government would have to pay: the country's credit would demand it; the roads would have to be taken over. Hence Sir Robert Borden's trip to London.

The nationalization of the Grand Canadian Pacific leaders freely say that in the event of these two transcontinental systems passing under Government control and operation they will insist on their road being included. They argue that composibility. Under Government operation, as it has the subsidiaries.

and the nationalization of at least two transcontinentals with their subsidiaries, such as express and telegraph lines and terminal elevators, is practically certain. The undertaking under the existing conditions is an audacious one, but to hesitate over assuming the responsibility would probably produce conditions that would materially affect the Dominion's credit and prosperity.

Fifteen years ago Canada, in the picturesque phraseology of an Ottawa Senstor, went on a drunk and built railways indiscriminately," with the result that the Dominion has three great transcontinents.

Sir Robert Borden's trip is really for

Pacific for fifty years. The Grand situation reported upon by one of Great to Prince Rupert on the Pacific Coast, with a branch line to Fort William on to Prince Rupert on the Pacific Coast, with a branch line to Fort William on Lake Superior, and numerous brancher on the Prairie.

So expensive was the Government section from Moncton to Winnipeg that the railway company repudiated its bargain and left the road on the Government's hands. Estimated to cost \$51,000,000, the expenditure thus far has been almost \$150,000,000, and more is required.

A recent investigation by a Federal commission showed that nearly \$40,000,000 had been wasted. The Government has begun to operate this road, but no hope of even paying the cost of operation is entertained. It has also leased the Grand Trunk Pacific line to Lake Superior to get an outlet to the Great Lakes in order to participate in the Western grain traffic.

Britain's great manclers and by one of the United States leading railroad men. They will be asked to report on all Dominion railways as to prospects of operating them to pay expenses, or in cases where this cannot be done, what the deficit will be; to recommend what the

latter part of the present month, and it is considered doubtful in railway and financial circles whether the company will be able to cope with the situation.

Default in payment would be extremely dangerous for the Donminion's tremely dangerous for the Donminion's do so; while another Government to do so; while another Government road from La Pas, Manitoba, to the Hudson Bay is nearing completion, making altogether 5,000 miles of state railways in Canada. Whether this is to be increased by nearly 15,000 additional miles the next couple of months will probably tell.

## TURKISH MUNITIONS MASKED.

Shipped Through Rumania Hidden

## 147 ROADS MADE COMMON CARRIERS

Commission Decides Industrial Lines Are in Class With Others.

WASHINGTON, July 10 .- The Interstate on announced to-day mmerce Comm a decision affecting 147 industrial railways in official classification territory, which is north of the Ohio River and

lines, of which these industrial lines are feeders, to restore through routes and joint rates and in other ways treat the industrial lines as common carriers, entitled to share in the rates, proportionate to the service rendered.

The longest industrial line affected by the order is the Algoma Central and Hudson Bay, which has a mileage of 380. The shortest is the Toledo, Angolia and Western, which has a trackage of little more than eleven miles.

The case was submitted to the commission in February. It grew out of the action of the trunk lines in filing tariffs which cancelled joint rates with and allowances to all industrially owned lines.

The commission, following the deci-sion of the United States Supreme Court in the tap lines case, orders the

CHICAGO, July 10.—Lieut. Merrillat, captain of the 1915 West Point Military Academy baseball team and one of the greatest all round athletes ever turned out of Uncle Sam's soldier school, has joined the United States Army nine stationed in Chicago. Merrillat will play centre field.

Cleveland Well Represented.

PORTLAND, Ore., July 10.—George Kahler, former Cleveland hurler, has joined Portland, Pacific Coast League, Joined in Chicago. Merrillat will play centre field. CHICAGO, July 10 .-- Lieut, Merrillat.

## BRUERE STILL FOR **NEW FAILURE HITS** SCRANTON SCHOOLS

Receivership for \$1,500,000 In Report of Year's Results National Limestone Co.-Foster a Director.

SCRANTON, Pa., July 10 .- While civic had failed and coming to the rescue of The decision fixes the status of the industrial railways generally as that of common carriers and requires trunk lines, of which these industrial lines are feeders, to restore through routes and joint rates and in other ways treat the industrial lines as common carriers, entitled to share in the rates, proportionate to the service rendered.

The longest industrial line affected by

sion of the United States Supreme Court in the tap lines case, orders the trunk lines to cancel on or before July 15 the tariffs affecting the joint rates and allowancesto the industrial lines. It is estimated that there is \$50,000.

1000 invested in these industrial lines in official classification territory. The commission does not concede that all of them are to be classed as common carriers, but the effect of the decision is to give most of them that status.

11 Is estimated that there is \$50,000.

12 Is estimated that there is \$50,000.

13 Is estimated that there is \$50,000.

14 Is estimated that there is \$50,000.

15 Is estimated that there is \$50,000.

16 Is estimated that there is \$50,000.

17 Is estimated that there is \$50,000.

18 Is estimated that there is \$50,000.

19 Is estimated that there is \$50,000.

10 Is estimated that there is \$50,000.

20 Is estimated that there is \$50,000.

21 Is estimated that there is \$50,000.

22 Is estimated that there is \$50,000.

23 Is estimated that there is \$50,000.

24 Is estimated that there is \$50,000.

25 Is estimated that there is \$50,000.

26 Is estimated that there is \$50,000.

27 Is estimated that there is \$50,000.

28 Is estimated that there is \$50,000.

29 Is estimated that there is \$50,000.

20 Is estimated that there is \$50,000.

21 Is estimated that there is \$50,000.

22 Is estimated that there is \$50,000.

23 Is estimated that there is \$50,000.

24 Is estimated that there is \$50,000.

25 Is estimated that there is \$50,000.

26 Is estimated that there is \$50,000.

27 Is estimated that there is \$50,000.

28 Is estimated that there is \$50,000.

29 Is estimated that it will prove to be another turnly to raise the haif million dollars needed by the schools at his time. The banks having failed to take the collateral trust time. The banks having failed to take Mr. Bruere describes his task of the carrying on city business, much of which the collateral trust notes they are to first year as that of attempting "to build still bears the impress of slovenly politi-On the other hand depositors in banks favoring the loan have shown their dis-approval by transferring their accounts to banks that stood out.

In the Eighteen Groups of

DISPLAY ADVERTISING

Automobi les.....

Boots and Shoes.....

Books, Magazines, etc.....

Department Stores.....

Financial.....

Florists .....

Furniture and Household Articles

Drug Stores, Proprietary Articles.

Miscellaneous......★

Sunday Magazine Sections.....

TOTAL Jan. 1 to June 30, 1915. ★3,339,932 Local Display Advertising. ★2,245,496

Foreign Display Advertising. \(\pm\)1,094,436

GLOBE

Musical Instruments.....

Tobacco....

Transportation....

Women's Specialties.....

POST

# ABOLISHING OFFICE

Reiterates Necessity of Changed System.

CHANGE IN FREIGHT RATE PUBLIC OFFERED NOTES MAYOR PRAISES WORK

City Chamberlain Bruere, who said a pride was to-day considering the ad- few months ago that his \$15,000 office visability of stepping in where the banks ought to be abolished, handed Mayor Mitchel vesterday a report of the work the International Text Book Company he has done in the past year in assist-

sation officered by men identified with the text book company and its many subsidiaries.

The National Limestone Company is a West Virginia corporation, with head quarters in this city, and is closely identified with the Scranton Life Insurance (Company and the text book organization. It was organized a few years ago by men prominently connected with both companies, and among the directors are T. J. Foster, president of the text book company, and W. L. Connell and J. K. Griffith, both of whom are directors of the latter company. The corporation owns about 1,000 acres of West Virginia land containing lime deposits and is capitalized at \$1,500,000.

Naturally this announcement did not clarify the situation in which the text book company finds itself, and it is feared that it will prove to be another stumbling block in the way of those who are trying to raise the half million dollars needed by the schools at this time. The banks having failed to take the collateral trust notes they are to now be offered to the public at large.

Whether this will prove popular or not is a question. Public sentiment appears to be divided. Some of the banks that failed to go along on the public at large.

Inst year as that of attempting "to build up a method and programme of administrative leadership." He continues:

"No attempt has been made to organize along permanent in a permanent in the public at large.

"No attempt has been made to organize along permanent in the public at large. ganize along permanent lines a general Department of Administration. The Chamberlain's office has no authority to exercise these functions, and it would not be feasible for it to do so. This, however, is what the government of New York needs, and the lack of an adequate and authoritative organization has naturally retarded the execution of

### Slow Reforms Necessary.

"The present city government, pledged as it is to a business administration recognizes what taxpayers and citizens generally must come to recognize, that an enlightened business administration cannot be achieved by any arbitrary exercise of superior judgment, virtue or mittee of 107 a few weeks ago.

se with its very large circulation it cannot carry such business

The Boston Post Leads in Fourteen.

The Boston Herald does not lead in any.

BOSTON HERALD

144,059

92,128

28,363

529,662

80,209

5.494

93,824

60,328

12,142

150,003

128,799

53,545

42,971

27,732

130,823

1,729,413

1,129,305

600,108

39,606

33,510

76,215 + 119,309

BOSTON TRANSCRIPT

74,792

114,419

19,757

44,983

24,328

5,987

85.791

59,351

23,172

100,047

51,361

6,680

31,719

82,600

1,237,930

TRANSCRIPT

734,383

503,547

7,970

385,664

The Boston Transcript leads in Three.

The Boston American leads in One.

BOSTON AMERICAN

142,446

131,867

897,688

225,110

20,039

4,049

79,340

90,158

17,094

178,024

122,768

43,665

39,399

81,730

14,173

78,614

2,194,347

1,522,526

671,821

HERALD

27,522

661

The Boston Post

Is the First Choice of Local and National Advertisers in Practically All Lines of

DISPLAY ADVERTISING

Below are the totals in agate lines for the five leading Boston papers for the first half year of 1915, Daily and Sunday

included, among the principal lines of business. Classified advertising not included. The Boston Post does not make a specialty of classified or small want advertising, because with its very large circulation it cannot carry such business.

profitably at prevailing Boston rates. It is proper to state that, including classified advertising, the Globe has the largest volume of total advertising. The Transcript, unlike the four other papers, has no Sunday edition.

for the First Six Months of 1915 The Boston Globe does not lead in any.

Here is the Evidence—Stars (★) Show the Leaders at a Glance

148,377

213,174

34,285

15,532

1,030,053

223,014

55,597

154,439

134,935

116,763

171,549

45,931

48,115

28,681

124,335

2,598,706

1,641,565

. 957,141

39,713

5,081

9,132

**★** 177,026

**★**1,248,861

228,479

61,101

25,469

69,054

18,824

164,826

205,054

28,352

284,468

200,856

43,679

68,545

62,458

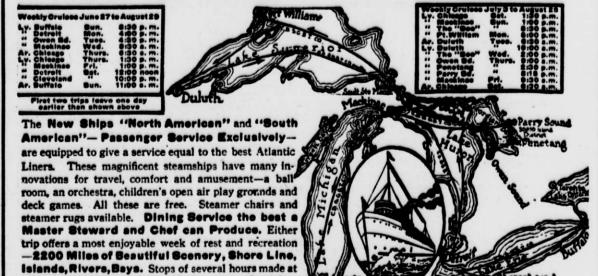
32,002

★ 188,724

232,154

SUMMER RESORTS. SUMMER RESORTS.

A WEEK'S CRUISE, \$40. Meals and Berth INCLUDED from Buffalo, Detroit, Gleveland, Chicago, Duluth or Georgian Bay ports 2200 mile trip on Four Lakes on one of the big new Cruising ships "North American"—"South American"



all principal points, giving ample time to see the sights, 12 Days' Cruise \$75—3600 mile trip The Lake Trips That Have No Equal

Chicago, Duluth & Georgian Bay Transit Co. New York agts.: Thos. Cook & Son. 245 Broadway: Frank Tourist Co., 306 Broadway; Gillespie, Kinports & Beard. Madison Ave.; Geo. E. Marsters, 1246 Broadway: McCann Tours, 1328 Broadway; Raymond& Whitcomb Co., 225 5th Ave

intelligence, but can only be brought about in a general sense by the slow up-building of new habits and methods of

a! practices."

The Mayor said after reading Mr. Bruere's report: "Reemphasizing what I have so often said, it would be a great advantage to the Mayor's office if all that work could be organized and done with the sanction of law and the Commissioner of Ac-counts' office expanded into an admin-istrative and constructive bureau of the Mayor's office. Mr. Bruere assisted in all this administrative work to the very great advantage of the administration, although the Charter does not lay that function or duty upon him. He did the work at my request and with the co-operation of all the Commissioners and the report shows a very exceptionable record of administrative results. The details of the accomplishments set forth by the Chamberlain were related by the Mayor in an address to the Com-

Hotels and Restaurants

HOTEL NETHERLAND

5th Ave. and 59th St., N. Y. NEW MAN/ JEMENT

REDUCED RATES Room and Bath......\$2.00 up Parlor, Bedroom and Bath...............5.00 up

ON YEARLY LEASE

Parlor, Bedroom and Bath......\$1,500.00 up Parlor, two Bedrooms and Bath..........2,100.00 up Parlor, three Bedrooms and Bath..... 3,000.00 up The largest three-room apartment in New

York, overlooking Central Park...... 7,000.00 Cuisine unequaled. Prices moderate. Two floors of Bachelors' single rooms at Special Low Rates.

VALET SERVICE FREE

# Broadway at 77th oms large and cool, many of m overlooking the Hudson ver. Ten to 13 degrees cooler an downtown. Ten minutes the from the theatre and shoping district. Lowest fire insurce of 13 large hotels above h St. Prices per day are berson, \$2.00, with bath: r two persons, \$3.00 and ward for sitting room, froom and bath. Special xleab fare 25c per person xleab years of the xleab fare years of the xl

One of the best appointed Hotels and Restaurants in town; grand fover for ladies and gentlemen newly added on ground floor. soo bedrooms, all with bath. Special rates for Permanent Guesta. GEORGE H. NEWTON, Manager, Formerly of Fifth Avenue Hotel.

Prince George

FIFTH AV AND 25TH ST

A L B E R

Very convenient for permanent and transient guests who desire quarters below 23d st. Excellent Restaurant and Cafe. MODERATE PRICES. Special Rates for Permanent Guests.

REAL ESTATE AT AUCTION.

INVESTORS PROPERLY ADVISED REAP FORTUNES IN REAL ESTATE

If you have hesitated to invest

loubtless it was because you have not had reliable, expert advice. Fully realizing that our reputation nd success depend on the advice e give our clients, we strongly you to write to-day for in ormation concerning the ABSOLUTE AUCTION SALE

Edgemere Crest

Edgemere, Long Island, July 24-26, 1915 Let us show you how to make money in Real Estate, even though you cannot attend this

See our Representative on property to-day

MORGENTHAU JR @ THE BROADWAY

SITUATIONS WANTED-MALE. EXPERIENCED MOTOR DRIVER, single, wants position: can furnish best references. C., box 164 Sun office.

HOTEL MANAGER

seeks agreeable association; is now manver ten years, but experience in hotel

WANTED—A gentleman of refinement would like position to care for invalid gentleman: references exchanged. Address W. H. GADFORD, 79 South 12th St., Newark, N. J.

AGENTS WANTED—Special inducements, SERIES, Rochester, N. Y.

SITUATIONS WANTED—FEMALE.

HELP WANTED-FEMALE. A SOLO DANCER wanted of exception ally refined and pleasing personality, ex-perience essential; give full particulars X. Y., box 145 Sun office.

HELP WANTED-MALE.

INTELLIGENT, able bodied man, no over 35 years of age, possessed of fair edu-cation, some practical experience, of good appearance and able to present first class references from previous employers: per manent position at fair salary and oppor-Address, stating age, business experience and references. X. Y. Z., box 135 Sun.

I WILL PAY any honest man up to \$50 monthly for part of spare time; no canvassing; no capital; write to-day. VOOR-HIES, Desk 121, Omaha, Nebr. WANTED-Experienced private secre tary, legal training, good address, for travel in Far East; apply, stating age, experience

salary expected and when services would be available. C. L., box 151 Sun office. WANTED-An idea! Who can think of WANTED-An idea! Who can think of some simple thing to patent? Protect your ideas, they may bring you wealth. Write for "Needed Inventions" and "How to Get Your Patent" RANDOLPH & CO. Bept 404, Washington, D. C.

18 A DAY easily made; we have a proposition that will interest you; big profits positive necessity. Write THE MARK SEILLES CO., 415 Smith St., First Mich.

\$5 to \$10 A DAY easily made cooperat

\$80 MONTHLY and expenses to travel distribute samples and take orders or ar-point agents; permanent. JAP AMESI-CAN CO. Chicago.

AGENTS WANTED.

matters covers a period of nearly twenty years, during which time he has had personally in charge all the departments of a hotel including that of the steward's department; will consider any executive position in a first class hotel—director, manager or assistant manager—or would be interested in leasing new hotel. Address H.M., box 126 Sun office.

LOCOMOTIVE ENGINEER wants position in South America for term of eix years, provided wages are satisfactory; has had six years experience in Mexico and mountain work. J. R. SMITH, 712 Rusk Avenue, Houston, Texas.

WANTED—A gentleman of refinement.

AGENTS WANTED—Special indusements.

FOR SALE.

HOUSEWORKERS—Colored, saveral neat girls, experienced, good references theroughly investigated, want places, other oughly investigated, want places, other stamp for reply. ANGUS W. SMITH, Union Church, Miss.

HOUSEWORKERS—Colored, saveral neat girls, experienced, good references theroughly investigated, want places, other Southern help furnished. Lincoln 14 W 55th. Phone 5022 Columbus. Established. 1899.

## There are so many bargains in most desirable summer goods being offered in our two mam-

J.B. GREENHUT COMPANY.

BOTH SIDES SIXTH AVE. 18TH TO 19TH STREET

"THE BIG STORE"

Remember, Please,-

## Trustees' Sales

moth buildings during these

(By Order of the United States District Court)

that it is quite impossible to list them all even in a full page announcement.

Quite a number of them are told of in our advertisements in today's World, American, Herald and Times.

If you are not a charge customer you can enjoy the convenience of an Account by applying to our Department of Accounts.

For the Month of June, 1915, the average Net Paid Circulation of the Boston Daily Post was over 450,000

Zastern Advertising Representative, Kelly-Smith Co., 220 Fifth Ave., New York

## 3,406,513 1912. 3,538,098 1913. 4,986,569 1912. 4,585,016 1913. 4,226,726 1914. Remarkable Circulation Explains This Remarkable Advertising

The Post Is Going Up-Look at The Others-A Three-Year Comparison of Display Advertising Totals

AMERICAN

The Boston Post, according to the sworn statements of Net Paid Circulation, made to the Postoffice Department and to the Audit Bureau of Circulation, and other records, possesses-

1—Largest Daily Morning Circulation in the United States 2-Largest Circulation in Boston and Vicinity of any Boston Daily Newspaper 3-Largest Total Circulation of any Boston Daily Newspaper, Morning or Evening Combined

The average Net Paid Circulation of the Boston Post for the six months ending April 1st, 1915, as stated under oath, was: Boston Baily Post 425,943 Boston Sunday Post 301,593

Double 2- Green Trading Stamps in the Forencon-Single Stamps Afternoons